Invest Strategically in Transportation

Implementation Action Area #1: Find Cost and Investment Efficiencies

Action	Lead	Specifics	Retain/Revise/
	Implementers	-	Complete/Delete
Prioritize	State (IDOT,	Investments that maintain and	Revise
maintenance and	Tollway),	modernize the transportation system	
modernization	RTA, CTA,	should be prioritized over major	
projects when	Metra, Pace,	expansion projects. This	
making	counties,	modernization focus should serve as a	
investment	municipalities	policy backdrop for our transportation	
decisions		investment decisions on both the	
		highway and transit side.	
		Furthermore, research and planning	
		staffs from implementing agencies	
		should conduct more in-depth studies	
		on the impacts of cost-effective	
		modernization strategies, including	
		the procurement of more state-of-the-	
		art buses and trains. Other	
		enhancement and modernization	
		strategies include traveler information	
		systems, bicycling and pedestrian	
		improvements, better pavement	
		materials, signal timing, and other	
		intelligent transportation system (ITS)	
		improvements. Projects of all types	
		should take a multimodal approach,	
		seeking to improve conditions for all	
		travelers, including bicyclists and	
		pedestrians.	

Implementation Examples:

• The Illinois Tollway's 15-year, \$12 billion capital program, <u>Move Illinois</u>, includes \$8.32 billion to meet existing needs. Those projects include the reconstruction and widening of the Jane Addams Memorial Tollway, reconstructing the central Tri-State Tollway and Edens Spur, as well as preservation work on the Reagan and Veterans Memorial Tollways and other projects.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Most of the text focuses on modernization strategies. Consider referring to more proactive maintenance practices (e.g. pavement management systems) as well.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Develop and	State (IDOT,	Well defined criteria are needed	Revise
utilize transparent	Tollway),	for the selection of projects,	
evaluation criteria	CMAP, RTA,	particularly new roads, projects	
for the selection of	Metra, Pace,	adding capacity to existing	
projects,	CTA	facilities, and new or increased	
particularly ones		transit service. This will help	
adding capacity		make the process of allocating	
		state and federal funds more	
		transparent for the general public	
		and allow for the most crucial	
		improvements and projects to be	
		completed first with the finite	
		resources available. CMAP has	
		developed a set of criteria for	
		evaluating major capital projects.	
		IDOT, CMAP, and the transit	
		agencies should coordinate on the	
		use of these criteria and evaluate	
		existing quantitative models for	
		their degree of rigor and	
		robustness. These evaluation	
		criteria should be developed and	
		vetted using a transparent	
		regional process.	

- Performance-based programming continues to be a top priority for CMAP. In April 2013, CMAP published its "Performance-Based Funding for Transportation: A Compendium", a compilation of the agency's work in this area over the past two years. The compendium includes a summary of findings from the two peer exchanges held in 2012.
- In response to direction from the CMAP Board, staff launched the "Performance-Based Funding" microsite in May 2013. The microsite provides an interactive, visual platform to explain the policy issues related to performance-based funding. It provides background information on the topic and features CMAP's recommended approach to performance-based funding, which is largely based on the North Carolina DOT example presented at the 2012 peer exchange. Staff also published a brochure version of the microsite, which was mailed out to northeastern Illinois state legislators in late spring 2013.
- CMAP staff will continue to provide educational materials on performance-based programming, and to promote the concept with state legislators and transportation agencies. In FY 2014, CMAP staff has begun the process of assessing its own programming practices and data sources. Performance-based programming is a core

component of the <u>FY 2014 work plan</u>, and includes projects related to TAP and the CMAQ program, the prioritization and development of regional performance measures, modeling and analytical development for programming, data management, and targeting infrastructure investment for plan implementation.

Rationale for Retain/Revise/Complete/Delete Assessment:

• The first sentence is redundant, and could be reworded to say "particularly for new facilities or projects that add capacity to existing facilities". Also, this text could be an opportunity to refer to CMAP's FY 2014 performance-based programming work.

Action	Lead	Specifics	Retain/Revise/
	Implementers	_	Complete/Delete
Ensure that the	CMAP	CMAP has an important role to	Retain
region's		play in terms of whether or not	
transportation		finances should be allocated to	
projects are based		transportation projects based on	
on the above		the above performance criteria,	
performance		and whether the projects satisfy	
measures and align		the direction of the long range	
with the priorities		plan, GO TO 2040. Changes and	
of GO TO 2040		amendments to the TIP is the	
		process by which such decisions	
		can be made. CMAP staff	
		should use criteria to measure	
		the performance of projects,	
		particularly larger, capacity-	
		adding projects, in the TIP and	
		make recommendations on	
		action to the CMAP Board and	
		MPO Policy Committee, who	
		hold final say on whether or not	
		projects should be included.	

- In 2012, CMAP staff performed an internal review of the TIP and how the projects within it align with the principles of GO TO 2040. Staff will continue to analyze the TIP in FY 2014, considering how the TIP could be transformed into a decision tool to help govern the allocation of transportation funding.
- The region's <u>FFY 2011</u> project awards and obligations annual report has been updated to show the region's investments based on maintenance, modernization and expansion.

Rationale for Retain/Revise/Complete/Delete Assessment:

• This action refers to more aggressively policing the TIP as a way to advance regional policy objectives. This action remains a priority for CMAP and the region.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Improve decision	CMAP	CMAP should continue to lead	Retain
making models		in developing the analytical	
used for evaluating		tools and techniques for project	
transportation		evaluation. As the agency	
projects		coordinates planning for	
		transportation, land use and	
		housing, environment, and	
		economic development, the	
		quantitative models employed	
		to make these evaluations	
		should be upgraded toward	
		integrated models with	
		transportation, land use, and	
		economic components.	

 Performance-based programming is a core component of the <u>FY 2014 work plan</u>, and includes projects related to the prioritization and development of regional performance measures, modeling and analytical development for programming, and data management.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Identify methods	RTA	The RTA should focus its	Retain
and technologies		efforts on addressing the	
to improve		system's fiscal health,	
operational		particularly pursuing strategies	
efficiency of the		for improving operating	
transit system		efficiencies and ending the	
		continual cost increases that	
		have compromised the	
		integrity of the system.	

- The <u>Ventra</u> fare payment system, launched in 2013, has been a joint effort between CTA and Pace. As a contactless system with multiple payment options, Ventra should improve the convenience and efficiency of transit operations.
- In September 2014, RTA proposed a new process to work with the service boards to create <u>shared procurement systems</u>.
- CMAP's Congestion Mitigation and Air Quality Improvement (<u>CMAQ</u>) program has
 provided funding to the RTA for transit signal priority corridors and signal interconnect
 projects. For example, the RTA received funding for the "Regional Transit Signal
 Priority Integration Plan, Five Year Implementation; Priority Corridors" program in the
 <u>FY 2012-2016</u> CMAQ program.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Revise the	Federal (U.S.	The Federal New Starts program is a	Revise
federal "New	DOT)	competitive grant process that funds	
Starts" program		transit system expansions. While	
for transit		expansions are vital for many parts of	
		the U.S., older and more well-developed	
		systems should have the option to use	
		these funds for badly needed	
		maintenance and modernization efforts.	
		The current New Starts program creates	
		a strong incentive to pursue expansions,	
		when maintenance and modernization	
		should be the region's top priority. The	
		criteria for federal New Starts grants	
		should be expanded to support	
		reinvestment in existing infrastructure	
		rather than solely new expansions.	
		Further, FTA regulations concerning use	
		of funds for engineering of transit	
		projects are stricter than those governing	
		highway projects, and should be	
		changed to create a "level playing field."	

- MAP-21, the current federal transportation authorization, <u>modified</u> the project eligibility
 for the New Starts program to include "core capacity" projects that increase capacity on
 existing facilities by at least 10 percent. MAP-21 did not address the "level playing
 field" in engineering requirements for highway and transit projects.
- In January 2013, the FTA <u>finalized</u> other changes to the New Starts program. These reforms streamline the administrative review process for applicants to both programs and apply broader evaluation criteria to proposed projects. More specifically, these changes expand the program's environmental criteria to include measures of human health, energy use, and safety, along with the traditional air quality criteria. They also include affordable housing in the consideration of economic development factors. Further, these reforms change the methodology for measuring a proposal's cost-effectiveness.

Rationale for Retain/Revise/Complete/Delete Assessment:

• MAP-21 largely addresses the expansion bias in New Starts, but the "even playing" field for engineering requirements persists.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Develop regional	State (IDOT),	Create a pilot program meant to	Revise
infrastructure	CMAP	focus infrastructure funds to	
funding programs		implement local comprehensive	
for plan		plans, modeled on programs in	
implementation		Atlanta and San Francisco.	
		Allocate a portion of funds	
		currently programmed by the	
		state (STP) and by CMAP	
		(CMAQ) for this purpose.	
		Retain the current	
		programming of local STP	
		funds, but encourage	
		programmers to consider	
		livability in their funding	
		decisions.	

CMAP's <u>FY 2014 work plan</u> includes a project titled "Targeting Infrastructure
Investment for Plan Implementation". This project will investigate the potential for
focusing investments on particular places based on criteria such as job density,
proximity to existing infrastructure, and other measures that represent livability. The
research will investigate the applicability of other regional models to the CMAP region
and research potential funding sources.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Potentially revise the text based on outcome of current CMAP research.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
End the "55-45"	IDOT	Northeastern Illinois continues	Retain
split for Illinois		to be plagued by a non-statutory	
transportation		funding split which allocates 55	
dollars and make		percent of road funding to	
investment		downstate districts and 45	
decisions based on		percent to northeastern Illinois.	
metrics of need		Transparent performance driven	
		criteria should be used to drive	
		investments rather than an	
		arbitrary split.	

• CMAP launched its "Performance-Based Funding" microsite in 2013. The microsite includes educational material on the 55/45 split, and offers an alternative way to allocation transportation funds in Illinois. The microsite is the culmination of other staff research efforts into this topic, as outlined in the report, "Performance-Based Funding for Transportation: A Compendium".

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Revise the	State (General	Funding for transportation capital	Revise
process of state	Assembly)	improvements should be included	
capital program		as part of the annual budgetary	
funding in		process, rather than in the form of	
Illinois		"state capital program" bills, which	
		typically occur only every 10 years.	
		Furthermore, project selection	
		should be based upon performance	
		based criteria rather than on	
		earmarks.	

- CMAP's current <u>principles for a new state capital program</u> acknowledge the need to
 move beyond boom-and-bust cycles, and call for the following three reforms: the
 addition of new user-fee generated revenues, the end of the 55/45 split and a move
 toward performance-based funding, and the provision of new state capital funding for
 both highways and transit.
- CMAP provided an <u>analysis</u> of the financing for the current state capital program, Illinois Jobs Now!, in spring 2013. That analysis highlighted revenue shortfalls for some of the new tax sources used to finance the capital program's debt service.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Reword. The State *does* provide capital for transportation as part of the annual budget process (primarily through the annual and multiyear Highway Improvement Programs); the point here is about the boom-and-bust cycles of the episodic state capital programs (FIRST, Jobs Now!,...). Also, reword last sentence to remove second "based".

Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Implement an	State (General	This would require an act of the	Retain
eight cent	Assembly)	Illinois General Assembly and	
increase of the		the Governor. An increase in the	
state's motor fuel		state's MFT presents the best	
tax and index it		option for short-term increase in	
to inflation		revenues for transportation	
		funding. The tax should be	
		indexed to the rate of inflation to	
		combat the decrease in	
		purchasing power that occurs	
		over time. A portion of these	
		proceeds should be devoted to	
		funding transit.	

Implementation Examples:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Implement an	Federal	This would require an act of	Retain
increase of the	(Congress)	the U.S. Congress and the	
federal motor fuel		President. The federal MFT	
tax and index it to		was last increased in 1993.	
inflation rate		Index the tax to the rate of	
		inflation.	

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Conduct a	Federal (U.S.	As the fuel efficiency of	Retain
detailed study of	DOT), CMAP	automobiles increases along	
potential gas tax		with the use of non-petroleum	
replacement		based fuels, there will be a long	
revenue		term need to replace the MFT.	
mechanisms,		This could take the form of a	
particularly "pay-		VMT fee. Existing Global	
as-you-drive" fees		Positioning System (GPS)	
like a vehicle		technology has the dynamic	
miles traveled fee		potential to charge fees based	
		upon location/roadway and time	
		of day.	

- In September 2012, CMAP staff <u>analyzed</u> the impact of rising fuel economy standards on transportation funding. The policy update estimated that new CAFE standards would decrease MFT revenues by 36 percent through 2040.
- CMAP's FY 2014 work plan calls for a "Regional Revenues" report to investigate potential new sources of transportation funding. CMAP's Regional Tax Policy Task Force recommended that Northeastern Illinois should follow the lead of other regions around the country that are pursuing and utilizing regional revenue sources for regional needs, namely capital investments for transportation infrastructure projects. In FY 2013, staff completed a draft detailed analysis of potential non-federal or state revenues to be derived from the imposition of new user fees or other efficient forms of taxation that capture the incremental value created by infrastructure improvements. In FY 2014, staff will release this report and coordinate an outreach campaign to move the regional conversation forward on sustainable regional revenues.

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Implementation Action Area #3: Implement Congestion Pricing on Select Road Segments

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Complete	State (IDOT,	Complete the operational impact	Revise
operational	Tollway), CMAP	study on the three alternatives	
study of the		identified by the Regional Congestion	
potential		Pricing Study undertaken by the	
congestion		Tollway, MPC and WSA. The three	
pricing projects		alternatives are I-90/94 Kennedy	
		Reversibles between Edens I-94 and	
		Ohio St, I-90 Jane Addams between I-	
		290 and I-294, and I-55 Stevenson	
		between I-294 and I-90/94.	

Implementation Examples:

- In late 2012, CMAP launched a new <u>microsite</u> to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

- The Tollway/MPC project was completed. CMAP's congestion pricing study investigated the fiscally-constrained major capital projects included in GO TO 2040, which do not exactly coincide with the projects specifically identified in this action.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/
			Complete/Delete
Implement	State (IDOT,	Utilizing information collected in	Revise
congestion	Tollway), CMAP,	the regional and project level	
pricing pilot	RTA, Pace, CTA,	studies conducted, implement	
projects	CDOT	regional congestion pricing pilot	
		projects. I-90 and I-55 are	
		managed lanes projects	
		specifically recommended in GO	
		TO 2040 these should be	
		prioritized.	

- The Illinois Tollway's <u>I-90 Corridor Planning Council</u> and <u>IL-53/120 Blue Ribbon</u>
 <u>Advisory Council</u> recommended congestion pricing for both those expressway
 projects. The Tollway board would need to approve both those implementations, with
 construction on the I-90 Addams Tollway additional lane project beginning as soon as
 next year. As a new expressway, the IL-53/120 project will take additional time.
- IDOT is already evaluating congestion pricing as part of constructing a new lane on the I-55 Stevenson expressway. Likewise, IDOT is looking at it as part of plans to improve travel on the I-290 Eisenhower expressway. CMAP's research also indicates that congestion pricing could be successfully implemented on the new Elgin-O'Hare West Bypass.

- Include I-290 in the list of highway corridors.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action **Specifics** Lead Retain/Revise/ **Implementers** Complete/Delete State (IDOT, To alleviate potential equity Fund supportive Revise transit projects Tollway), RTA, issues created by the higher fees with revenues Metra, Pace, CTA on road segments, there will be a generated need to increase transit service in the vicinity of the congestion pricing. Congestion user fees will be used to fund the increased service.

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- Congestion pricing of express toll or HOT lanes is unlikely to generate substantial
 revenue beyond the project's operations and maintenance costs. On IDOT roads, any
 revenue after the cost of toll collection could potentially be allocated in a number of
 ways. See CMAP's <u>Policy Update</u> on the topic.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

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Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Fund arterial	State (IDOT,	Congestion pricing can cause	Revise
improvements	Tollway),	increased traffic diversion on to	
with revenues	counties,	parallel arterials in local	
generated	municipalities	communities. The increased	
		traffic may cause unintended	
		congestion problems for local	
		users of the arterials and	
		infrastructure solutions maybe	
		required. Congestion fees will be	
		used to fund the mitigation	
		solutions.	

- Congestion pricing of express toll or HOT lanes is unlikely to generate substantial revenue beyond the project's operations and maintenance costs. Further revise this action because congestion pricing on new capacity will not cause traffic spillover.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Conduct further	State (IDOT,	Many of the constrained and	Complete
study of congestion	Tollway), CMAP,	unconstrained road	
pricing and managed	RTA, Metra, Pace,	expansion projects would	
lanes strategies with	CTA, counties,	lend themselves to congestion	
special attention paid	municipalities	pricing as a potential revenue	
to major capital		source. Continued study of	
projects		these projects is needed to	
		identify the best candidates.	

- CMAP has largely completed this work through the research and analysis conducted as part of its congestion pricing campaign.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Implementation Action Area #4: Implement Pricing for Parking

Action	Lead Implementers	Specifics	Retain/Revise/
			Complete/Delete
Conduct detailed	CMAP,	Identify potential	Retain
studies on potential	municipalities	locations/areas where	
parking pricing		pricing for parking could be	
projects		implemented and study the	
		potential effects.	

Implementation Examples:

- In April 2012, CMAP published "Parking Strategies to Support Livable Communities" as part of its larger series of model ordinances and toolkits. The report is provided to help communities address their parking concerns with the end goal of making our communities more livable. The paper explains how to do a parking survey, how to effectively engage stakeholders, and describes more than a dozen strategies to manage parking; it also takes a detailed look at the costs of parking structures and available financing mechanisms.
- Through the LTA program, CMAP has completed parking surveys for downtown <u>Hinsdale</u> and the Chicago neighborhoods of Wicker Park and Bucktown. The surveys are part of a process to understand the imbalances of supply and demand and to make recommendations for pricing and other parking management strategies. CMAP has also committed to working with the City of Berwyn and downtown Chicago to evaluate parking management through the LTA program.

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Implement	Municipalities	In almost all cases, local	Retain
parking pricing,		governments have authority over	
including variable		parking and would be the	
pricing parking		implementer and collect the	
projects		generated fees. On-street parking, as	
		close to a business as possible, is the	
		most convenient type of parking for	
		potential customers, and using	
		pricing to keep these spots available	
		for short-term use should be a high	
		priority.	

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Encourage	CMAP, RTA	The use of both on and off-street	Retain
subregional		parking should be analyzed as	
planning studies		part of any subregional planning	
to include a		study that considers	
parking pricing		transportation. This may include	
component		studies at the corridor or	
		downtown business district or	
		even the industrial/office park	
		planning levels.	

$Rationale\ for\ Retain/Revise/Complete/Delete\ Assessment:$

Implementation Action Area #5: Find Other Innovative Finance Mechanisms

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Pass general state	State (General	For the state agencies like IDOT	Complete
enabling	Assembly,	and the Tollway to even	
legislation for	IDOT,	consider the different types of	
public private	Tollway)	PPPs would require special	
partnerships		enabling laws from the State of	
		Illinois. State agencies are	
		restricted by specific contracting,	
		procurement, and purchasing	
		rules and regulations that act as	
		barriers to PPPs.	

Implementation Examples:

- In 2011, the Public-Private Partnerships for Transportation Act (<u>HB 1091</u>) was signed into law. It provides broad authority for the Illinois Department of Transportation (IDOT) and Illinois Tollway to enter into PPP agreements, with the approval of the General Assembly. The Act includes new or existing roads and highways, intermodal facilities, and passenger rail.
- The statute includes provisions that allow contracts to include development, financing, and operation of highway through a competitive bidding process or a design-build procurement process. Contracts can include provisions requiring the private entity to be partially or entirely responsible for any combination of developing, designing, building, maintaining, financing, or operating the transportation project. Financial obligations taken on by the private entity are not backed by the full faith and credit of the State, which shifts the financial risk to the private entity. The private entity can use tolling or other user fees to finance the transportation project. The Tollway may also enter into public-private partnerships under the law, but may not use them for expanding or reconstructing existing toll roads. Further, the Tollway may not use tolls generated by existing roads to finance public-private agreements for other facilities.

Rationale for Retain/Revise/Complete/Delete Assessment:

• This action was completed when the General Assembly passed and the Governor signed into law HB 1091.

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Provide objective	CMAP	CMAP as the regional planning	Retain
analysis of		agency can provide objective	
potential projects		analysis on potential projects and	
and strategies		the different finance models	
		available to state, local, and private	
		agencies. A strong focus should be	
		placed on finding innovative	
		finance mechanisms for major	
		capital projects.	

• CMAP was involved in analyzing funding and financing options for the <u>Illinois Route</u> 53/120 Blue Ribbon Advisory Council, including a value capture analysis. Published in June 2012, the Council's final report includes a menu of revenue options to help fill the project's funding gap. Potential sources include a special service area-based value capture district, a tax increment finance-based value capture district, a 0.25 percent Lake County sales tax, and 0.50 percent Lake County sales tax, and a four-cent Lake County motor fuel tax. That analysis includes both standard Lake County bonding and TIFIA bonding.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Consider public	State (IDOT,	Based upon the analysis of	Retain
private	Tollway),	potential projects and financing	
partnerships in	CMAP, RTA	strategies, agencies should	
project		consider the use of PPPs on a	
development		project-by-project basis.	

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Conduct	RTA	To generate new funding for	Retain
detailed value		transit, the region needs to consider	
capture studies		different value capture techniques	
		on potential new or expanded	
		transit infrastructure projects. The	
		increased revenues can be used to	
		offset operations deficits.	

CMAP commissioned a report titled "<u>Transit Value Capture Analysis for the Chicago Region</u>" in December 2010. The report analyzed the legal barriers and potential vehicles to implement value capture in Illinois, focusing on Tax Increment Financing and Special Service Areas, along with impact fees. The report estimated the value capture potential for the Oakton Street Yellow Line station.

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.